

## CITY ISLAND WANTS A TROLLEY

TIRED OF HORSE CARS AND MONORAIL, ESPECIALLY MONORAIL.

Cries Aloud to the Board of Estimate and the Public Service Commission for Relief—Correspondence With August Belmont About the Monorail Line.

A long, low wall has reached the Board of Estimate and the Public Service Commission. It comes from City Island, that part of New York city dropped off in Long Island Sound and kept tied to the big city by means of a little three mile railroad running from Barrow Point, on the island, to Barrow station, in The Bronx.

It is this tiny railroad, which for so many years has served to keep City Island from being lost out there in the Sound, that has caused the wall. It was bad enough, say the islanders, having their little road a horse railroad, and narrow gauge at that, with cars only ten feet long, but to have it a combination of monorail road and horsecar line and all the time keep hearing of its being sold and resold for a huge sum is more than they can stand.

The 250 natives have a Board of Trade. The board of trade can get just as busy as a Brooklyn Board of Trade. It sent a long petition to the Board of Estimate, a petition which a hundred years from now will probably be found preserved in the island's museum. The petition served notice on the City Island Railroad Company and the Monorail Construction Company that City Island would employ all lawful means to prevent a further extension of time for completing the monorail road and would seek to have revoked the permission for the change of motive power from horses to electricity unless the electrification should be finished by June next. That is when the city's permit expires.

The Board of Estimate received this petition, brought from the island by special messengers, and yesterday on the report of its chief engineer it passed a resolution directing the company to advise the board by April 5 when it expected to begin the work and complete it. It wasn't much, but City Island gave a cheer when the news reached there at midnight last night.

Last Wednesday evening a mass meeting was held on the island. It was organized by the Board of Trade, hot speeches were made, thrilling descriptions of hazardous journeys by horsecar and monorail given, reports of intricate financial deals, reports of the little railroad had figured in Wall Street were laid before the meeting, and then the islanders took another decided step. Without waiting to see what action the Board of Estimate took they resolved to petition the Public Service Commission to investigate the railroad.

From what developed at this meeting it appeared that the City Island Board of Trade had been doing a good deal of investigating on its own hook. For one thing, it had unearthed the history of the road, which has been such a curiosity to travellers. It was built, a committee reported, back in 1854 by a man named Carey, an islander himself. It had one horse and a car or box attached behind seating fifteen people. Later records showed, the committee reported, that an additional car had been secured of the same construction and two horses used to draw the cars, which brings the road right down to the present day.

Continuing the history, the committee reported that in 1902 Mr. Carey sold this outfit and its single track leading to the island to Samuel McMillan for \$175,000. Mr. McMillan, acting for August Belmont, sold the road to the Interborough, and in 1908 the Interborough sold it to Bion L. Burrows, organizer and president of the Monorail Construction Company. Technically, to-day Mr. Burrows is the owner of the road, but it is controlled by the Monorail Construction Company, which last July opened its monorail system from Barrow station as far as the shore. After it opened there was an accident in which several persons were slightly hurt and the islanders worried to their little car boxes until last November, when the monorail car resumed trips.

The reason why the road has continued to end abruptly at the Bronx shore and has never got to City Island, according to the committee, was that the company ran out of funds and was having trouble with Mr. Belmont in getting more. The City Islanders went to Mr. Belmont. Instead of asking him to come to the assistance of their railroad they did just the opposite thing. They asked him if he wouldn't be so kind to City Island as to withhold further aid "as the most merciful way of killing the project."

They believed, so the committee told Mr. Belmont at a meeting held in his office a few weeks ago, that this would bring their road of many vicissitudes back into the hands of the Interborough, and that that company would then proceed to make it an ordinary trolley line, which is what City Island wants, and wants badly.

But Mr. Belmont didn't fall in with this view of things. He told City Island through its representative citizens that the theory of the monorail was correct and if properly constructed it would be more economical than a trolley line. City Island, he went on, persisted in opposing it he certainly would withhold his aid and while the road probably would revert to the Interborough, the company would very likely abandon it altogether, and where would City Island be then?

Not wanting to be left an isolated mud spot in the Sound, the committee next saw Mr. Burrows. Mr. Burrows said he would do anything because he didn't have any more money and wouldn't accept an offer Mr. Belmont had made to help out, because Mr. Belmont had made it to help out practically everything his company possessed as security for a loan. It was then that City Island roused herself as she had never before. She asked Mr. Belmont to inform him that the city authorities would be asked to make an investigation of the little road and its financial condition. Mr. Belmont told Mr. Belmont the committee said that when the Interborough took over the road a promise had been made of better service and instead it had immediately become worse and rapidly became and remained execrable.

"You did not tell us," the letter went on to say, "what the Interborough paid for these lines, but we have been informed that it paid an immense sum. In spite of spending that immense sum for the roads, it has been unwilling to spend even a small sum on the road and it has turned them over to a group of people for an experiment, who are unable to carry out the promises they have made. We of the island have at least become united, aroused to the situation and its remedy. We request you and the Interborough and the management of the roads to take the proper steps to cure this situation at once. We feel it our duty, as time is pressing, to present a petition, as a first step, to the Public Service Commission for a thorough investigation of the roads, of their financial condition and history and to ascertain exactly the ownership of the roads, what the various owners have done for or to them and why results of these expenditures are not more apparent."

This letter was signed by Henry C. Appleton, Robert Jacobson, T. F. McManis, H. Scheffelin, Sayres and Louis F. W. Safford. Members of the committee at the mass meeting declared that Mr. Belmont had received from the Interborough a check for \$100,000, which was the value of the stock had soon afterward been sold for \$100,000. Mr. Belmont's present offer, they said, was to advance \$39,000

## The Self-Shaving Shop

THE AutoStop Razor is the only self-sharpening razor. Always strops to head-barber keenness. Stropps, shaves, cleans—without detaching blade.

Go to this shop, 327 Fifth Avenue, near 33rd Street, and try the razor, free.

The AutoStop Razor is the only self-sharpening razor. Always strops to head-barber keenness. Stropps, shaves, cleans—without detaching blade.

## AutoStop RAZOR STROPS ITSELF

to complete the road and in return get a majority of the stock of the construction company, \$5,000 New York city bonds on deposit with the city and \$45,000 bonds of the company as security.

Some of the statements made at the meeting were incorporated in a letter which Mrs. L. C. Langford of 147 Willow street, a stockholder in the monorail company, wrote to Mr. Belmont, whereupon Mr. Belmont, it appears, replied in a personal letter as follows on March 10:

DEAR MADAM: On my return from the South I received your letter of February 20, accompanied by a statement. Your letter requires really no reply, but I feel it due to myself that the vulgar error in which you have fallen should be met with the facts.

August Belmont & Co. are and have always been the fiscal agents of the Interborough interests. It was necessary to find an existing railroad company through whose charter the Interborough Rapid Transit Company could be organized, and the road when constructed operated by lease from the Rapid Transit Construction Company, in view of the fact that at the outset of the work of building the subway the required legislation could not be had for securing a charter for a railroad company to operate the subway lines.

August Belmont & Co. found and bought the Pelham Park and City Island railroads as the only roads available that had a suitable charter and which could be bought. It was understood by the board of directors at the time that the property was to be ultimately turned over to the Interborough Rapid Transit Company at cost. The enabling legislation at first unobtainable, was finally secured and the Pelham Park and City Island roads were then turned over at cost. Their value and the value of my firm's own services in organizing and building the subway record together the basis of an issue of \$1,500,000 of the Interborough stock, there having been no provision made in the beginning of the enterprise for compensation.

Mr. Belmont went on to say that the entire subject had been passed upon during Mr. Irvine's investigation and that the directors had thoroughly approved of the transaction, "which was a legitimate one in every particular and not an excessive compensation for the great work accomplished."

President Burrows confirmed yesterday to a SUN reporter the committee's information about Mr. Belmont's terms and said:

"I don't know when we can complete the road, for I don't know now where the money is coming from. Had Mr. Belmont been willing to make any reasonable offer we would have accepted it, but we didn't think it fair that he should demand the entire rights for the monorail, which is what he means. Last December I was assured by him that money would be forthcoming. No such terms were suggested until the last moment, when terms were suggested which were announced. The road is a success, considering that it is the first to be operated, and the one car we have has already made 8,000 miles with 100 per cent better record than a trolley car in the matter of repair."

Meanwhile City Island is hoping that somebody will come to its relief.

## WEST INDIES OBJECTED.

Profer Royal Mail Service to Swift Mails Via Canada.

OTTAWA, March 30.—The proposed arrangement for a subsidized mail, passenger and freight line between Great Britain and the West Indies via Canada has fallen through, according to a statement made in the House of Commons to-day by W. S. Fielding, the Minister of Finance.

In reply to criticisms by Mr. Foster of the Government's policy toward the West Indies Mr. Fielding said that last year he had been able to enter into a tentative agreement with the British post office authorities for a fast service between England and the West Indies via Canada, with subsidies from the West Indian colonies from Canada and Great Britain. "But only to-day," said Mr. Fielding, "we received notification from the British Government that they would be unable to carry out the scheme on account of objections raised in the British West Indies to the dropping of the service of the Royal Mail Packet Company."

## Died on Elevated Road Platform.

Charles L. Miller, 52 years old, of 288 Van Brunt street, died yesterday morning at the Summer avenue station of the elevated road in Brooklyn while waiting for a Manhattan train. A week or so ago he was caught in a crush at the Manhattan end of the Brooklyn Bridge, but he didn't go to a doctor until Wednesday night. He then learned that one of his ribs had been broken. He made light of the injury and started for work yesterday. He was manager of the F. C. Linde Storage Company at St. John's Park, Manhattan.

## Police Say They Have Two Holdup Men.

Frederick Krug, 18 years old, of 515 West Forty-eighth street, said by the police to be one of the gang that held up Nelson Beekman of 651 Monroe street, Brooklyn, on February 17 and robbed him of \$350 after beating him, was arrested and locked up at Police Headquarters last night. Ernest Oliver, said to be another member of the gang, was caught on Wednesday at a party. Inspector Russell said last night that Krug had confessed and that Oliver had been positively identified by Beekman.

## Young Priests for Brooklyn Diocese.

Four young priests from Rome will help fill the vacancies in the Brooklyn diocese which have been caused this year by death. The Rev. Frank Keenan, the Rev. Thomas Carroll and the Rev. Christopher Molloy will come from the American College and the Rev. James Tyson will come from the Propaganda. The next ordination of young priests will be one of the largest that Bishop McDonnell has officiated.

## SKYSCRAPER ON CHURCH SITE

F. G. BOURNE TO BUILD ON WEST CHURCH LOT.

Millionaire Where Many Millionaires Werehipped to Give Way to New Home of Aeolian Company—\$1,100,000 for the Land—16 Story Building.

Trade continues to claim the landmarks of Manhattan with striking regularity, the newest being the absorption of West church, the home of a famous Presbyterian organization, in West Forty-second street, opposite the Public Library and Bryant Park, by Frederick G. Bourne, who paid \$1,100,000 for the 78 foot frontage known as No. 25 West Forty-second street and extending through the block 200 feet, where the property is described as No. 22 to 42 West Forty-third street.

It is Mr. Bourne's intention to erect on the historic site a large building of sixteen stories or more, occupying the full plot, which will be taken over by the Aeolian Company, of which Mr. Bourne is a large stockholder and director. The Aeolian Company will occupy almost the entire building, which will have besides showrooms and executive offices a large concert hall where public recitals will be held. There will be a few offices and studios in the structure. The Aeolian Company is at present housed in a twelve story building at No. 362 Fifth avenue, built for it by Francis Burton Harrison. This structure, which they hold for a term of years, will be sold by Pearson & Elliman, the brokers who negotiated the purchase of the West church property.

The history of the West church really is interesting. It was secured in 1865, when the edifice which will now be destroyed to make way for the new skyscraper was dedicated, and it has been the place of worship for some of New York's most prominent men—certainly its wealthiest citizens—up to that period when those who lived in Fifth avenue and the other exclusive sections in the neighborhood of the church moved further uptown. The church, which was organized downtown in 1829 with a membership of 11, when it was known as the North Presbyterian Church, reached its greatest measure of prosperity and popularity between 1861 and 1863, when its pastor, Dr. John R. Paxton, was at the height of his career as a preacher. It was during this period that the institution was known for the number of millionaires enrolled in its membership. It was stated at the time that any Sunday fully \$750,000,000 was represented under its roof. It was the period when Jay Gould and Russell Sage were prominent in its management, the former joining the congregation through the instrumentality of his daughter Helen. Jay Gould in turn influenced his friend Russell Sage into becoming enrolled.

Dr. Paxton became embroiled with a faction in the church in 1893 and was opposed by several members of his board of trustees, among them Russell Sage, E. H. Perkins and E. C. Von Glahn. He resigned several times, and finally severed his connection with the church on December 31, 1893. There was some trouble with Mr. Sage a few years later over a mortgage which he held on the property and which he was inclined to foreclose. The mortgage was finally discharged and the disgruntled millionaire ceased to become a member of the congregation. The congregation had been much reduced in number during recent years, as the church was no longer in a residential district, and it is a fact that most of its members came from north of Sixty-sixth street on the West Side.

The present pastor, Dr. Anthony H. Evans, has been a popular preacher. As was announced some time ago, a consolidation has been effected of the West church and the Park Presbyterian Church, now located at Amsterdam street and West Eighty-sixth street, of which Dr. Anson P. Atterbury is the pastor. Drs. Evans and Atterbury will serve the new organization which will be known as the West Park Church, as joint pastors. West church will bring to the new corporation an endowment of more than half a million. The Park church, which was valued at \$400,000, the joint congregations will build a new church on Washington Heights at Wadsworth avenue, 174th and 175th streets, which will be pledged to the continuance of the support of the Church of the Good Shepherd, a mission of the West church now located at 152 West Sixty-sixth street.

The site of the proposed Aeolian Building was formerly a portion of the common lands acquired through a grant from Great Britain in Colonial days. The West church has held this property in this property. At the present time the entire block bounded by Fifth and Sixth avenues, Forty-second and Forty-third streets, is owned, in fee by five owners—Messrs. Gerry, Hoffman, McDonald, Andrews and Bourne, and it is doubtful whether a district of equal value in Greater New York where like conditions exist could be found.

## RAILROAD TO BONANZA COPPER.

Line Opened From Cordova to Kennicott, Alaska—Taps a Mountain.

CORDOVA, Alaska, March 30.—The last spike completing the Copper River and Northwestern Railroad between Cordova, or Tidewater, and Kennicott, where the Bonanza copper mountain is situated, was driven to-day. Trains will be in operation over the line within two days and the first ore will be shipped from Kennicott for the Tacoma smelter on Monday or Tuesday.

Work on the railroad, which is 197 miles long and cost \$20,000,000, was begun November 15, 1907. The road is owned by the Guggenheim-Morgan syndicate. The construction of the road is one of the most remarkable engineering feats of modern times.

## LIEUT.-COM. DE KAY'S DOUBT.

Lieut. Underwood of Gov. Dix's Staff Mistaken for Him.

ALBANY, March 30.—Gov. Dix's military secretary, Lieut.-Commander De Kay, who is ill with appendicitis in St. Peter's Hospital, has a double, Lieut. Underwood, who is on the Governor's staff. They are so much alike that they would easily be taken for twins. This morning Lieut. Underwood was about the Capitol on official business, and when he entered one of the departments the clerk appeared greatly surprised to see him. "You ought not to have come out of the hospital, Commander," said the clerk to Underwood. "The strain you will have to undergo at this particular time will cause a relapse. I am surprised that your physician allowed you to come out."

Lieut. Underwood laughed and made known his identity, and the clerks in the department had a good laugh on their chief.

## Lajania Makes to Die on May 15.

ALBANY, March 30.—The Court of Appeals to-day set the week beginning May 15 for the execution of the death sentence pronounced by Justice Kelly in the Supreme Court, Brooklyn, to five years in Sing Sing. On June 20 to get insurance money he set fire to the frame house at 188 Washington street, in which he lived.

## LOYAL AND ILLEGAL MOOSE.

Insurance Society Found to Be Operating in This State Without License.

The organization here of a local lodge of the Loyal Order of Moose, which has a membership of 100,000 in the country and twenty-eight lodges in New York State having 10,000 members, is to be the subject of an inquiry by District Attorney Whitman upon the suggestion of State Superintendent of Insurance Hotchkiss. The order, which has a sick benefit and burial fund, is an Indiana corporation, and although it has no license to do an insurance business in this State Supt. Hotchkiss has ruled that he can do nothing except to bring the order to the attention of the District Attorney.

The local lodge, which had a membership of more than 600, occupied a clubhouse at 123 West Forty-sixth street until last January, when an anti-administration ticket was elected on a platform which called for an investigation into the lodge's accounts because of the lack of money to pay sick benefits. Following the announcement that a committee had examined the books and was ready to report the lodge headquarters were raided by Edmund E. Tanner of Columbus, Ohio, the Supreme Dictator of the order, and its charter and seal were taken out of the State.

At this time, although the lodge had more than 600 members who were paying monthly dues, the new officers could find less than \$500 in the treasury, and of this amount \$200 was tied up in the Carnegie Trust Company, of which Robert B. Smith, the treasurer of the lodge, was a teller. The lodge also had \$187 deposited in the Greenwich Bank.

Frank E. Hipple, a lawyer and one of the members, was engaged to protect the interests of the local lodge, and he demanded the \$187 on deposit in the Greenwich Bank, which was refused, on the ground that the national officers had directed that no money be paid out unless the seal of the lodge was on the check. The seal being in the possession of the national officers, Mr. Hipple submitted suit against the bank to recover the money.

Correspondence with Supt. Hotchkiss followed, and he wrote Mr. Hipple that the national order had written to him in 1909 with a view to getting a license to do business, but that the plan of organization included an insurance business, to do which the order must submit itself for investigation like any other fraternal insurance company. The order went ahead organizing local lodges in the State. Supt. Hotchkiss also wrote Mr. Hipple as follows:

Where any person is found soliciting members under the agreement made in the constitution and by-laws to furnish insurance benefits such person becomes liable to prosecution for misdemeanor and the district Attorney of this county in which the offence is committed is required to prosecute the offender.

## TWO FUNERAL RITES.

Both Catholic and Protestant for Contractor John B. McDonald.

After a pontifical high mass had been celebrated over the body of John B. McDonald, the contractor, in St. Patrick's Cathedral the body was buried in the cemetery at Hopewell, Dutchess county, with Protestant services, conducted by the Rev. Dr. Henry Everett Cobb, pastor of the West End Collegiate Church. On Tuesday last the body was transferred to Woodlawn, and there reinterred, Dr. Cobb conducting the service at this time also.

The parents and many of the relatives of Mr. McDonald were members of the Catholic Church. A cousin is the Rev. Dr. Eugene De L. McDonald, rector of Gonzaga College in Baltimore, who assisted at the celebration of the funeral mass. Dr. Cobb said yesterday that he had understood Mr. McDonald to be a member of no church. One of the priests at the cathedral said that Mr. McDonald had always been a Catholic, though he had been careless in the essential of communion once a year and in church attendance. Archbishop Farley gave him the last rites on Mr. McDonald's deathbed. Mrs. McDonald and Mrs. David Reed, a daughter, are members of Dr. Cobb's church. A member of the family said yesterday with reference to the reinterment that Mr. McDonald in his last illness had expressed a wish to be buried at Woodlawn, near the Jerome Park Reservoir, which was his work. At the time of his death it was not convenient for the family to arrange for burial at Woodlawn, so the interment was made at Hopewell, where Mr. McDonald's son, John D. McDonald, was buried thirteen years ago. The body of the son also has been removed to Woodlawn.

## DEATH OF W. Z. LARNED.

He Had Practised Law in This City for Sixty-two Years.

William Zebecde Larned, said to have been the oldest attorney in point of active service at the New York city bar, died at his home in Summit, N. J., yesterday of apoplexy. He was in his ninetieth year. He had been practising law in New York city for sixty-two years. His office in later years was at 156 Broadway. He was a member of the New York bar since 1849. He was a native of New Hampshire. He seemed well when he got home. As he was getting ready to come to Manhattan at about half past 8 yesterday morning he suffered the stroke that caused his death.

Mr. Larned was born in Herkimer, N. Y. His parents were Zebecde and Sarah Ann Larned. His father was a farmer. William Z. Larned took a place as a dry goods clerk and spent his evenings studying law. On being admitted to the bar he came to New York and began practice. He married a daughter of a man, who died in 1901, and in 1903 he married Rose Wiley, daughter of the Rev. William Wiley of Massachusetts, who survived him. He was a member of the Summit State Bank and he afterward organized the First National Bank of Summit, of which he was president up to his death. He was a member of the Summit Public School was built. The later years of his law practice were devoted to consultation work, particularly on real estate and wills.

Mr. Larned leaves, besides his wife, two sons and one daughter.

## Obituary Notes.

Mrs. Ellen H. Richards, professor of water and air analysis at Massachusetts Institute of Technology and recognized as a national expert on sanitary engineering, died at her home in Jamaica Plain, Mass., last night, aged 68 years. Mrs. Richards had been connected with technology in various capacities for about thirty-five years. Her husband is Prof. Robert H. Richards of the department of mining engineering at Tech and the oldest alumnus of the school. A few weeks ago Mrs. Richards was stricken with a severe cold, and while she improved slightly the next few days she began to cough and expectorate. She was graduated from Vassar in 1870 and three years later received her A. M. degree from the same college. She was married to Prof. Richards in 1873. In 1875 she was married to Prof. Richards and they have a son and a daughter. She was a woman of laboratory at Tech, a position she held until 1904, when she was appointed professor of sanitary chemistry.

Mrs. Mary A. Baker, mother of former Police Commissioner William H. Baker, died yesterday at her home, a prospect Park West, Brooklyn, of pneumonia. She was born in Baltimore in 1834.

## Five Years for Brooklyn Firebug.

Max Goldberger, who had been convicted of arson in the second degree, was yesterday sentenced by Justice Kelly in the Supreme Court, Brooklyn, to five years in Sing Sing. On June 20 to get insurance money he set fire to the frame house at 188 Washington street, in which he lived.

## B. Altman &amp; Co.

## IMPORTANT SALE OF BOYS' CLOTHING

FOR THIS DAY (FRIDAY) AND SATURDAY

BOYS' HAND TAILORED SUITS

WITH EXTRA PAIR OF KNICKERBOCKERS; SIZES 8 TO 17 YEARS; OF CASSIMERES & CHEVIOTS; USUALLY \$11.00 TO 15.00 AT \$7.75 OF EXTRA QUALITY NAVY BLUE SERGE; USUALLY \$15.00, AT 9.75

BOYS' REEFERS OF NAVY BLUE SERGE AND CHEVIOT MIXTURES, SIZES 2½ TO 10 YEARS, USUALLY \$7.50 TO 10.00 AT \$5.50

WASHABLE SUITS AND BLOUSES

BOYS' WASHABLE NORFOLK SUITS, SIZES 8 TO 15 YEARS AT \$3.85

BOYS' WHITE AND COLORED SUITS IN RUSSIAN AND SAILOR STYLES AT \$1.45, 1.85, 2.85 & 3.25

BOYS' IMPORTED HAND-EMBROIDERED RUSSIAN SUITS OF PIQUE AND LINEN AT \$4.50

BOYS' WHITE AND COLORED BLOUSES,

SIZES 8 TO 14 YEARS, \$3.75 PER HALF DOZEN EACH 68c.

BOYS' WHITE AND COLORED PLAID BLOUSES, SIZES 8 TO 14 YEARS, \$5.60 PER HALF DOZEN EACH \$1.00

## MISSSES' AND CHILDREN'S SPRING GARMENTS

ESPECIAL ATTENTION HAS BEEN GIVEN TO THE SELECTION OF MISSSES' AND JUNIORS' MODELS OF TAILOR-MADE SUITS IN THE NEWEST MIXTURES, SERGES AND FANCY WEAVES; ALSO DRESSES OF FOULARD, MARQUETTE, EMBROIDERED COTTON VOILE, LINGERIE MATERIALS AND LINEN; AND COATS OF VARIOUS FABRICS FOR MOTORING, DRESS AND GENERAL WEAR, ALL AT MODERATE PRICES.

CHILDREN'S REEFERS OF SHEPHERD'S CHECKS, SERGE AND MIXTURES AND LONGER COATS FOR EARLY SPRING WEAR; CHILDREN'S DRESSES OF VOILE AND CHALLIS AND AN EXCEPTIONALLY DESIRABLE STOCK OF WHITE AND COLORED WASHABLE DRESSES IN 4 TO 14 YEAR OLD SIZES.

## B. Altman &amp; Co.

4,000 YARDS OF BLACK PONGEE SILK

SKERN DYED, 27 INCHES WIDE, USUALLY \$1.50 PER YARD, WILL BE PLACED ON SALE

THIS DAY (FRIDAY), AT 60c. PER YARD

Fifth Avenue, 34th and 35th Streets, New York.

## MOTORMAN SAW HIM SHOOT.

Man on the Street Below Wounded Woman, Killed Himself.

A motorman on a Mount Vernon train on the New York Central pulling out of the Mott Haven station at 6:15 o'clock last night saw a man and a woman walking on the street below him. He saw the man step back a little from the woman and fire four shots at her and saw the woman fall.

The motorman, Jacob Taub of 72 East 109th street, stopped his train, jumped out of the cab, and running to the edge of the fifteen foot stone viaduct which carries the tracks at this point saw the man put the revolver to his own head. Taub shouted "Stop!" but the man did not turn. An instant later the motorman heard another shot and saw the man fall.

The motorman prepared to let himself fall fifteen feet to the street, but just then saw Mrs. Marie Reitman of 2650 Park avenue run out of her home and Police-man O'Sullivan of the Alexander avenue station came up. Taub waited to give the name and address to the policeman, climbed back into his cab and his train went on.

The man was dead, but the woman was still alive and was taken to the Lincoln Hospital. It is believed that she too will die.

Cards in the man's pockets caused Mrs. John Schwartz of 307 East Twenty-sixth street to be called to the Alexander avenue station. There Mrs. Schwartz identified the body as that of her husband, 39 years old, a carpenter employed in a chair factory at Fifty-third street and the East River.

The woman was identified as Mrs. Mary Czapkiewicz of 338 East 156th street, the wife of Simon Czapkiewicz, a baker.

## Most Robbed Man in Jersey.

HACKENSACK, N. J., March 30.—Early this morning burglars visited the grocery store of Daniel S. MacMullen, postmaster at Rochelle Park. Three weeks ago a firebug burned his coal pockets at a loss of \$10,000, and two days later MacMullen was knocked down by a footpad, who tried to steal his satchel, containing considerable money. MacMullen has been robbed oftener than any other man in the State. This time the robbers carried away but little from the store.

## To Fly for International Cup July 1.

A cablegram was received yesterday at the Aero Club of America from the Royal Aero Club of Great Britain announcing that the date of the international cup race had been changed from June 28 to July 1. The American team of three will be selected at an elimination race to be held at the Belmont Park racecourse either May 19, 20 or 21.



Shirts at \$1.00 and upwards

Go-Morrow will be "Gotham" Day

all over Greater Gotham

Watch the Windows of the Prominent Shops.

MISSSES' AND CHILDREN'S SPRING GARMENTS

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IN THE NEWEST MIXTURES, SERGES AND FANCY WEAVES; ALSO DRESSES OF FOULARD, MARQUETTE, EMBROIDERED COTTON VOILE, LINGERIE MATERIALS AND LINEN; AND COATS OF VARIOUS FABRICS FOR MOTORING, DRESS AND GENERAL WEAR, ALL AT MODERATE PRICES.

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4,000 YARDS OF BLACK PONGEE SILK SKERN DYED, 27 INCHES WIDE, USUALLY \$1.50 PER YARD, WILL BE PLACED ON SALE

THIS DAY (FRIDAY), AT 60c. PER YARD

Fifth Avenue, 34th and 35th Streets, New York.

for THE WHITE MOUNTAIN REGION of New Hampshire

Whatever your favorite spot or pastime, it will soon be at its best in the White Mountains. Scores of hotels and mountain homes are preparing to welcome you. A reservation now insures you against mid-season disappointments.

We'll Help You Plan. Our illustrated book tells in pictures and story every detail pertaining to a successful vacation. Send for it today, advising us of your wants and enclosing 2 cent postage.

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